



Disclaimer

This is by no means a complete list of all the insignia, badges or medals found. This is a working copy and if you have anything to add which is not in this document, please email it to me at info@vitae.co.za. If you are aware of any errors within, please contact me as well. This document will be updated from time to time and we would appreciate any info that you would like to add or correct.



Air Force

Although military aviation was still in its infancy at the time that the Union Defence Force (UDF) was formed, the South African Defence Act (1912) made provision for the establishment of the South African Aviation Corps (SAAC) as part of the Active Citizen Force (ACF). In August 1912 the Commandant-General of the Citizen Force, Brig Gen C.F. Beyers, was sent to England and Europe by General Smuts to observe and report on the use of aircraft in military operations.



Cecil Compton Paterson's pupils at Alexanderfontein (1913), Paterson appears in the inset (top right)

Brig Gen Beyers was so impressed by what he saw, that when he returned to the Union, he strongly recommended setting up a school of aviation. The Government subsequently contracted Mr Cecil Compton Paterson to provide flying training to a select group of ten aviators at his flying school at Alexanderfontein near Kimberley.

Training and War

In April 1914 six of the initial ten pupils were appointed as probationary lieutenants in the ACF and sent to England to undergo further training at the Central Flying School at Upavon where five of them eventually qualified. On the outbreak of war in August 1914,

the South Africans were granted permission to join the newly formed Royal Flying Corps (RFC). They were to participate in the first aerial reconnaissance and artillery spotting missions over France during the closing months of 1914.

The SAAC in South West Africa

In January 1915 the South African pilots were appointed in the Permanent Force and recalled to the Union to help man the SAAC established on 29 January 1915 for service in German South West Africa. By May six Henri Farman F-27 and two B.E.2C aircraft were able to take to the air in support of General Botha's forces. Within a very short space of time the SAAC pilots had proven their worth, flying regular reconnaissance patrols to keep Gen Botha constantly informed of the enemy's movements and positions. The Farmans also carried out a number of bombing missions.

Volunteers in East Africa and Europe

After the German South West Africa campaign, the majority of the SAAC pilots volunteered for further service in England, where they were to form the nucleus of 26 (South African) Squadron (Sqn) of the RFC. This unit was dispatched to East Africa in December 1915 to carry out reconnaissance, bombing and

communication missions in support of Gen Smuts' forces. The squadron was eventually recalled to England and disbanded in 1918.

Apart from the South Africans who served with 26 Sqn, many others volunteered for service with other RFC squadrons in the course of the war. Among the most famous of these were Maj Allister Miller, Capt Andrew W. Beauchamp-Proctor, Capt H.A. (Pierre) van Ryneveld, Maj Arthur E. Harris and Capt Sam Kinkead.

The Eastern Front

A number of South African airmen saw active service in the Russian Civil War (1917 - 1920). The North Russian Expeditionary Force had an RAF and RNAS detachment and following its landing at Murmansk in June 1918, commenced operations. This was followed by a second Allied Expeditionary Force in 1919.

Caption: Among the South Africans who served with distinction in Russia were Capt Sam Kinkead, commander of a Sopwith Camel equipped flight of 47 Sqn, Lt Col K.R. van der Spuy who commanded a RAF unit and Lt Col H.A. van Ryneveld. Van der Spuy was taken prisoner and was only released in 1920.

Birth and Development



Capt F.W. Beauchamp-Proctor, the first South African pilot to receive the Victoria Cross (Photo: SAAF Museum Collection)

Flight to the Cape (1920)

Early in 1920 the British Air Ministry declared the "Cape to Cairo" air route, which provided for 24 aerodrome and 19 emergency landing strips, fit for use. The London Times announced that it would finance the first flight to the Cape and its aircraft - a Vickers Vimy Commercial, G-EAAV- took to the air on 24 January 1920.

General J.C. Smuts however wanted South African aviators to be the first to complete the trip. He therefore authorised the purchase of a Vickers Vimy at a cost of 4 500 pounds. Christened the Silver Queen, and commanded by Lt Col H.A. (Pierre) van Ryneveld with Fit Lt Quinton Brand as co-pilot, the aircraft took off from Brooklands (England) on February 1920. After an eventful night crossing of the Mediterranean, they arrived at Derna the following morning. Further night flying following in an attempt to catch the Vickers Vimy sponsored by the London Times, but the Silver Queen was wrecked in a force landing at Korosko, Sudan.

Another Vimy F8615 was purchased from the RAF at Heliopolis into which the original engines were installed. The Silver Queen II (as the second aircraft was named) left Cairo on 22 February. Five days later the Times contender was destroyed in a crash at Tabora, but on 6 March the same fate befell the Silver Queen II at Bulawayo.

Fortunately, with some of the Imperial Gift aircraft already in Pretoria, a DH9 H5646 called Voortrekker was assembled and flown to Bulawayo. Thus Van Ryneveld and Brand were able to complete their flight to the Cape where they arrived on 20 March 1920 after a total flying time of 109 hours and 30 minutes.

The SAAF is born (1920)

Despite the strict economies and retrenchments to which the UDF was subject in the immediate post-war years, 1920 saw the establishment of the South African Air Force (SAAF).

Col Pierre van Ryneveld was appointed Director Air Services (DAS) with effect from 1 February 1920 with instructions to establish an air force for the Union. This date is acknowledged as marking the official birth of the SAAF.

The establishment of the SAAF was greatly facilitated by the extremely generous decision by the Imperial Government in 1919 to allocate to the Union some 100 aeroplanes from its war stocks, complete with spares and equipment. These were joined by a further 13 aircraft from other sources making a total of 113 aircraft.



Col H.A. Pierre van Ryneveld, who was appointed as Director of Air Services in 1920 (Photo: SAAF Museum Collection)

In April 1921 a site at Zwartkop, 3 km east of Roberts Heights (later Voortrekkerhoogte) was selected and taken over as the site for the SAAF's first aerodrome, levelling operations commencing shortly afterwards.



Zwartkop Air Station in the early twenties (Photo: SAAF Museum Collection)

No 1 Flight was established at Zwartkop on 26 April 1921 and it was joined by a second flight. These flights formed the nucleus of 1 Sqn which was established by early 1922.

On 1 February 1923 the SAAF was listed as a unit of the reconstituted Permanent Force. By that time the SAAF's Permanent Force establishment numbered 17 officers and 218 other ranks. A special Reserve of Flying Officers was established in the same year.



Maj Gen Kenneth Reid van der Spuy was one of Compton Paterson's pupils, an air race in World War I and founder member of the SAAC and SAAF (inset) He lived to witness the SAAF's 70th anniversary in 1990. When he received a copy of a commemorative brochure from Brig T. de Munnink in May 1990, he was already 98 years old. He died in 1991 (Photo: Salut)

Miner's Strike (1922)

The SAAF was involved in its first action in 1922 when a miner's strike on the Rand led to the declaration of martial law following violent clashes between the South African Police and the strikers. 1 Sqn (SAAF) was called upon to fly reconnaissance missions and bombard the strikers' positions. It flew intensive operations from 10 to 15 March. A total of 127 hours were flown during the operation.

This was a somewhat inauspicious start for the SAAF which suffered two dead, two wounded and two aircraft lost. During the strike the SAAF also deployed a Whippet tank, which had been brought to South Africa in 1919 for fund raising purposes. Air Corporal W.J. Johns was killed in the tank when a bullet pierced the visor of the armoured vehicle.

Experimental Air Mail Service

Eleven DH. 9 aircraft and Experimental Air Mail Service between Cape Town and Durban in 1925. Although the SAAF rendered an efficient service, it was a commercial failure.

Military Aviation Industry

Difficult as the financial climate had been for the Union in the decade following the end of the First World War, the Great Depression placed even greater pressure on the Defence budget. Despite the acute shortage of money, it was during this period that the foundations were laid for the South African military aviation industry. In the late twenties and early thirties certain modifications and major rebuilding were carried out at the Aircraft and Artillery Depot at Robert Heights. A license was obtained to build Westland Wapitis and the first locally built aircraft took to the air on 4 April 1931.

Organisational Changes

In September 1931 the Department of Civil Aviation was transferred to the Department of Defence and the post of Director of Civil Aviation abolished. The entire aviation organisation in South Africa thus fell under the DAS.

The post of DAS was abolished on 30 April 1933 and on the following day Col Pierre van Ryneveld was promoted to Brigadier-General and appointed Chief of the General Staff. There was thus no chief of the SAAF and it remained under Van Ryneveld's direct control until 30 June 1939.

Expansion

In the course of 1934 the Union's economy began what proved to be a sustained upward trend, and a significant increase in the Defence Budget was approved for the first time in many years. In 1935 the Minister of Defence announced that the UDF was to be expanded.

This decision had a significant effect on the training facilities and efficiency of the SAAF. A new training scheme for pupil pilots was introduced which gave the development of the Air Force considerable impetus. The idea was to train a reserve of 1 000 pilots and 1 700 air mechanics. The overall size of the Air Force was also increased from four to seven squadrons, with new stations and bases being built at Waterkloof, Bloemfontein, Durban and Youngsfield. Central Flying School was also established with satellite air training schools in the Cape Province, Orange Free State and Natal.

Preparations

The advent of war in 1939 caught the SAAF unprepared for large-scale operational deployment despite the attempts which had been made since 1934 to expand and modernise the organisation. At the outbreak of war the SAAF's "front-line" strength consisted of about 100 aircraft of miscellaneous types, the great bulk consisting of Hawker Hartbeest, complemented by Hawker Harts, Wapitis and trainers plus a sprinkling of more modern machines.

In terms of personnel, the SAAF had a total full-time strength of 160 officers, 35 officer cadets and 1 500 other ranks.

The first priority was thus to train more personnel and acquire more aircraft. Within weeks of the outbreak of war, new flying schools were established at Pretoria, Germiston, Bloemfontein and Baragwanath, while a Training Command under Lt Col W.T.B. Tasker was established to oversee the SAAF's overall training programme. The training schools were amalgamated and by this time there were a total of ten training schools.

JATS

The real breakthrough came in 1940, however, with the establishment of the Joint Air Training Scheme (JATS) under which the Royal Air Force (RAF), SAAF and other Allied air and ground crews were trained at 38 South African-based air schools. Under this scheme the SAAF began to burgeon and blossom, and by September 1941 the total number of military aircraft in the Union had increased to 1 709, while the personnel strength had leapt to 31 204 - 956 of whom were pilots. The JATS was ultimately to turn out a total of 33 347 air crew, including 12 221 SAAF personnel, during its five year existence.

Coastal Reconnaissance

On the operational front, the SAAF provided a valuable protection service for Allied shipping along South Africa's coastline from the very outset of the war. By the end of the war in August 1945, a total of some 15 000 coastal reconnaissance sorties had been flown by the SAAF along South Africa's coastlines.

The SAAF Coastal Command was gradually expanded and by 1942 the coastal units had replaced their Ansons with Venturas. In April 1943, 26 Sqn moved to West Africa where it re-equipped with Wellingtons and operated from Takoradi and other centres until its disbandment in June 1945 while 22, 25 and 27 Squadrons moved to the Middle East.

The SAAF Marine Craft Unit

In 1939 there was little that could be done to rescue the crews of aircraft which had been forced to ditch in the sea. Accordingly the SAAF Marine Craft Unit was established which operated a number of launches, scows and ferry boats. A total of 45 people were rescued by the unit's crash boats by the end of the Second World War.

The Woman's Auxiliary Air Force

On the outbreak of war in 1939 the Women's Aviation Association offered their services to the South African Government. Plans were laid to train 1 000 women for the SAAF and the South African Women's Auxiliary Air Force (SA WAAF) was established on 10 May 1940.

Over 10 000 women eventually served in the SA WAAF during the war and they were to be found at SAAF stations all over South Africa and in the Middle East. They did useful work in 75 different fields of which 35 were technical. Some of them were storemen, typists, clerks, telephone operators, painters, parachute packers, welders and drivers.

East Africa

In East Africa, however the SAAF's exploits began to hit the headlines. Equipped with a few squadrons of Gloster Gladiators, Hawker Hurricanes, Furies, Hartbeest and JU86s, the SAAF took on an Italian air component comprising nearly 300 modern aircraft. By the end of the campaign, the SAAF pilots had destroyed 71 Italian aircraft in the air and many more on the ground. In addition, they had struck at innumerable railways, convoys and supply dumps in interdiction sorties in support of the ground forces. SAAF losses during the East African campaign were 79 pilots and air crew killed and five missing.



The first air attacks in the East African campaign were carried out with Ju86 bombers of 12 Squadron. Here one of the bombers is refuelled while technicians are checking the engines (Photo: SAAF: Dave Becker Collection).

The Shuttle Service

The East African Campaign led to the creation of the Shuttle Service operated by 50 (TS) Squadron under the control of 1 Bomber Transport Brigade. The latter unit became 5 Wing in February 1941 and was responsible for the ferrying of troops and supplies to the war front and bringing back wounded. The service was extended to Cairo as the war progressed and eventually through the north of Africa to Bari and Rome by which time Dakotas were in use.

The Shuttle Service was greatly expanded at the war's end, the intention being the return of all South African troops by Christmas 1945. The Dakotas of 5 Wing were joined by Ventures withdrawn from coastal operations, modified as transports and put into service with 10 Wing at Pietersburg. These two units were assisted by 35 Sqn's Sunderlands which were also fitted out as transports. Additional Dakotas were provided by 28 Sqn when it returned home from the war zone. By 25 January 1946 some 101 676 passengers had been carried.



Maj Jack Frost, Officer Commanding of 3 Sqn, was a SAAF pilot who shot down at least 15 enemy aircraft and destroyed many more on the ground during the war in the Middle East. He was awarded the DFC. He later died in an air battle. This photo was taken on the night before his death (Photo: SAAF: Dave Becker Collection).

Transport Operations

The first SAAF Transport squadron in the Mediterranean - 28 Sqn - was formed in May 1943 operation from Tripoli and later Algiers. The second squadron - 44 Sqn - was established in March 1944 and operated from Cairo.

Both units operations Douglas Dakotas as standard equipment although a small number of Wellingtons, Ansons and Beech Expeditors were also used.

In October 1945, 28 Sqn was absorbed into the Shuttle Service while 44 Sqn was disbanded in December 1945, and its Dakotas were returned to the RAF.

North Africa

In North Africa, the SAAF fighter, bomber and reconnaissance squadrons played a major part in enabling the Allied "Desert Air Force" to attain total air superiority over the Axis air forces by the beginning of 1942.

The SAAF's single most memorable feat in North Africa was probably the "Boston Shuttle Service", during which eighteen aircraft of 12 and 24 Squadrons showered hundreds of tons of bombs on the Afrika Korps as it relentlessly pushed the Eighth Army back towards Egypt during the "Gazala Gallop" in the first half of 1942. After the Battle of Alamein, too, the SAAF's North African squadrons played a vital role in harassing the German forces retreating towards the Tunisian border

Between 3 and 20 September 1942 the "Desert Air Force" supported the 8th Army's advance up the Adriatic. No3 Wing and 15 Sqn attacked strong points at Rimini and harassed the retreating enemy. During the same month No 3 Wing completed its 20 000 sortie.

Between April 1941 and May 1943, the SAAF, with a maximum of eleven squadrons operational flew 33 991 sorties and destroyed 342 enemy aircraft.

Madagascar

In comparison to North Africa, the SAAF's part in Operation Ironclad, the Allied invasion of the Vichy French territory of Madagascar in anticipation of the British assault in May. Following the landings and the capture of the Arrachart airfield at Diego Suarez, Beauforts and Marylands of 36 and 37 Flights plus a number of Lodestars were used in conjunction with RAF aircraft. The SAAF flew 401 sorties before and armistice was declared on 4 November 1942.

Europe

By the time the Italian campaign had begun in earnest in early 1944, the SAAF had truly come of age. Indeed, it was the SAAF which played the dominant role in the Allied air operations over Italy as the Allies began to withdraw RAF air crews for deployment in support of Operation Overlord, the invasion of Normandy. By this stage the SAAF consisted of no fewer than 35 operational squadrons with 33 types of aircraft. By September 1944, the SAAF in Italy consisted of four wings, while a number of SAAF squadrons were attached to RAF Wings. Together with the maintenance and supply units, SAAF personnel in Italy consisted of 17 271 officers and men.

One of the SAAF's most noteworthy achievements in the air operation over Europe was that of 31 and 34 Sqn, which flew 181 sorties from Italy to supply the Warsaw resistance movement in August and September 1944. The cost of the SAAF abortive "Warsaw Concerto" was tragically high in men and machines, but the daring and skill of the pilots and crew involved nevertheless earned the SAAF the lasting respect and admiration of the Polish resistance fighters. In 1992, 67 ex-members of 31 and 34 Squadrons were awarded the Polish Warsaw Cross for the role in the relief operations.

The final air assault in Italy, launched on 9 April 1945, was spearheaded by fighter-bombers of Nos 7 and 8 Wings, 5 Sqn, medium bombers of No 3 Wing and the Army co-operation Sqn. Liberators of No 2 wing and Baltimores of No 15 Sqn operated by night. The surrender of the German force on 2 May 1945 brought an end to a relentless pursuit which had taken the SAAF squadrons without a break from El Alamein through Tunis and Sicily to the Alps.

Mediterranean and Balkans

During the war SAAF squadrons also served in the Mediterranean where coastal reconnaissance and transport operations were carried out. In the Balkans a number of SAAF unit served with Balkan Air Force.

SAAF Anti-Aircraft Regiments

By 1942 it was found that the SAAF was drawing more recruits than needed and it was decided that a number of the SAAF personnel would be diverted for anti-aircraft duties. Eventually all anti-aircraft defence systems in the Union were taken over by the SAAF with the exception of those attached to divisions. Six SAAF anti-aircraft regiments (Nos 21 - 26, later changed to 50 - 55) as well as a number of mobile batteries and light anti-aircraft batteries were established.

The SAAF Regiment

The SAAF's excellent recruiting campaign and failure of the Miles Master as a training aircraft led to a huge backlog of pupils. As a result many recruits were diverted to 30 Armoured Commando and 31 Armoured Car Commando SAAF for armoured car courses.

Upon the disbandment of 31 Armoured Car Commando in May 1943, the remaining unit became 30 Armoured Car Commando SAAF. The unit was renamed the SAAF Regiment on 1 August 1943, its task being the defence of airfields and the capture of enemy aerodromes.

The SAAF Regiment moved North soon afterwards and, with the gradual loss of enemy air superiority in 1944, airfield defence became less of a priority. On 25 January 1944 the SAAF Regiment merged with the Natal Mounted Rifles at Helwan to become the NMR/SAAF, a liaison which lasted until the end of World War Two.

Statistics

At the conclusion of the war, the SAAF had flown a total of 82 401 missions. During the same period 2 227 members of the SAAF lost their lives, while 932 were wounded or injured.

Members of the SAAF had set up a superb record during the war. Decorations awarded included one Victoria Cross, one Companion of the Bath, nine CBE's 35 DSO's, 26 OBE's, 63 MBE's, 429 DFC's, 88 AFC's, 5 MC's, two George Medals, five King's Medals for Bravery, two MM's, 23 DFM's, 13 AFM's and 36 BEM's.

A New Era (1945 - 1959)

Spitfires, Jets and Helicopters

After the war the SAAF's large volunteer force component returned to civilian life and the SAAF restored to peacetime operations once more.

Much in the same way as after World War One, the British Government again made a generous offer of 220 aircraft and equipment to the SAAF. These included 80 Spitfire Mk IXs, 80 Beaufighter Mk Xs, 48 Warwick Mk Vs and 12 Sunderland Mk Vs.

After some deliberation it was decided to accept the 80 Spitfires as a gift and to buy an additional 56 Spitfires and retain 15 Sunderlands already in South Africa of which three were purchased.

By June 1946 the SAAF consisted of twelve air force stations which controlled four wings, a number of squadrons, training schools and depots.

In 1948 the first of the three Sikorsky 5-51 helicopters was purchased in the USA. Another new creation to arrive in South Africa at the time was the first jet aircraft in the Union, a Gloster Meteor III, one of a number sent to all Commonwealth countries for trials. Both the Meteor and the Sikorsky 5-51 caught the imagination of the public and were major draw-cards at every show at which they appeared. The Gloster Meteor III was operated by the SAAF for two years before being returned to the United Kingdom.

The Berlin Airlift (1948 - 1949)

In 1948, against the background of increasingly strained East/West relationships, the Soviets cut the overland communication between West Berlin and its food supplies in West Germany in an attempt to force the Western powers out of the city. As a result all supplies had to be airlifted into West Berlin - no mean feat as the daily requirements of the 2,5 million West Berliners were in the region of 1 250 tons of food and 3 500 tons of coal.

In the event, the SAAF was called upon to contribute to the year-long Anglo-American Airlift to West Berlin by way of supplying 20 air crews for the daily shuttle service.

The SAAF crews, after intensive training at the RAF's base at Bassingbourne, flew no less than 1 240 missions in the RAF Dakotas out of the German city of Lübeck during the airlift. By 15 April 1949 when the blockade was lifted by the Soviets, the South Africans had airlifted 4 133 tons of supplies into West Berlin.

The Korean War (1950 - 1953)

Just a year after the SAAF's notable contribution towards beating the blockade of West Berlin, the SAAF's services were once again called upon to assist the Western and UN powers. This time the scene of operations was Asia, where North Korean forces had invaded the Republic of South Korea in 25 June 1950.

The United Nations acceded to the request of the United States to intervene militarily on the side of South Korea. The Union Government offered the services of the SAAF's 2 Sqn to the UN forces. The offer was gratefully accepted, and on 26 September 49 officers and 157 other ranks of 2 Sqn, all volunteers, left for Johnson Base in Tokyo prior to their deployment in Korea. The first flight of four F-51D Mustangs departed for Korea on 16 November and the first operational sortie was flown three days later.



The first batch of F-51D Mustangs of 2 Squadron leave Johnson Air Base for Korea (Photo: SAAF: Dave Becker Collection).



In the course of the Korean war pilots of 2 Sqn (the "Cheetahs") earned respect and fame for the daring skill in the F-86F Sabre jet fighter.

2 Sqn had a long and distinguished record of service in Korea flying F-51D Mustangs and later F-86F Sabres. Their role was mainly flying ground attack and interdiction missions as one of the squadrons making up the USAF's 18th Fighter Bomber Wing.

The first operational sortie was flown at a stage when the United Nations forces were retreating in front of the advancing enemy. In freezing cold and poor weather, the aircraft had to continue operating and by maintained and armed in the open, moving from K-24 to K-13, K-10 and finally K-55 air base at Osan in January 1953, Here the squadron immediately started to convert to the F-86F Sabre jet fighter. On 11 March 1953 the squadron flew it first operational sortie with the F-86F Sabre.

During the Korean conflict the squadron flew a grand total of 12 067 sorties for a loss of 34 pilots and two other ranks. Aircraft losses amounted to 74 out of 97 Mustangs and four out of 22 Sabres. The South African squadron was awarded both US and Korean Presidential Unit Citations. Some of its members were also awarded both US and South African decorations for extreme bravery.

The end of the war in Korea brought some relief to the maintenance organisation. The F-86F Sabres were the first supersonic aircraft used by the SAAF in operations and were well liked. Accordingly and order was placed for 34 of the latest version, the Sabre Mk VI, which were delivered from 1956.

New Aircraft

The fifties saw the delivery and retirement of various aircraft types. The Spitfires were phased out in 1954 and the Sunderland's in 1957. Eight Avro Shackleton Mk IIIs were delivered in 1957 for maritime patrol duties with 35 Sqn. The remaining Venturas from the maritime units were transferred to 35 Sqn before being finally retired in 1959/60. The new F-86F Sabre (ground attack version) for 1 and 2 Sqn arrived during 1956 and by 1957 each squadron had 16 Sabres, 12 Vampires and 12 Harvard's on strength.



The Avro Shackleton Mk 3 was used for coastal patrols. The aircraft was withdrawn from service in the eighties.

The Air Defence System

After the Second World War the SAAF became responsible for air defence radars and new equipment was purchased. A Control and Reporting School was established to train fighter controllers and in 1957 a revised system was initiated which culminated in the inaugurations of the Transvaal Air Defence System at Devon on 15 November 1965, later known as the Northern Air Defence System. This was followed by the establishment of 1, 2 and 3 Satellite Radar Stations at Mariepskop, Ellisras and Mafikeng together with 70 Mobile Radar Group.

The Sixties and Seventies

New Arsenal

In the early sixties South Africa's deteriorating security position caused the Government to take steps towards rearmament. As part of a development programme, the SAAF's arsenal was strengthened. The first Mirage IIIC fighter aircraft arrived in South Africa in April 1963 and was displayed to the public in July that year. Canberra light bombers, Buccaneer S Mk 50 strike aircraft, Lockheed C-130B Hercules and Transall C-160Z medium transport aircraft also joined the SAAF's arsenal in the sixties. During the sixties new types of helicopters were also introduced, including the Alouette II and III light helicopters, the SA 330C Puma and SA 321L Super Frelon medium transport helicopter as well as the Westland Wasp light anti-submarine helicopter.

The writing was on the wall, however arms embargoes became imminent and it was obvious that these were probably the last aircraft the Republic would be able to buy for some time. Replacements would have to be built locally. In 1965 a new aircraft industry in South Africa was born with the registration of the Atlas Aircraft Corporation and on 8 October 1966 the first Aermacchi MB-326, built under licence, and renamed the Impala, rolled off the assembly line.



The Impala Mk 1 an advanced jet trainer which came into service in 1966. The Impala is the training aircraft for jet fighter pilots.

Military Operations

As a result of the escalation of the border war during the late sixties in Namibia, the SAAF was recalled to active service, mainly flying patrols and supply runs.

During Operation Savannah (1975 - 1976) the SAAF deployed helicopters, light aircraft and transport in different roles in support of a South African task force in Angola. Operating from frigates. Westland Wasp

helicopters evacuated South African troops north of Luanda. Hercules and Transall transport aircraft flew many supply runs while jets flew photo reconnaissance missions. During the withdrawal phase a Puma operating from the SAS President Steyn airlifted troops out of Ambrizeto.



The Westland Wasp light anti-submarine helicopter was acquired by the SAAF in the sixties. It was phased out in the eighties.



The Alouette III was the SAAF's first modern helicopter and is still used by some SAAF squadrons.



A Mirage F1 CZ lands at Ondangwa in Namibia after a successful mission during the Border War (Photo SAAF Museum)



The Buccaneer S Mk 50 Maritime aircraft was also withdrawn from service.

SAAF Air Force Bases



RETURNED TO NAMIBIA



SAAF Flying Squadrons



SAAF Reserve Squadrons



101 SQUADRON



102 SQUADRON



103 SQUADRON



104 SQUADRON



105 SQUADRON



106 SQUADRON



107 SQUADRON



108 SQUADRON



109 SQUADRON



110 SQUADRON



111 SQUADRON



114 SQUADRON

SAAF Other Flying Units



TEST FLIGHT AND
DEVELOPMENT CENTRE



SILVER FALCONS
AEROBATIC TEAM



SAAF MUSEUM

SAAF Security Squadrons



500 Squadron
Air Force Mobile
Deployment Wing



501 Squadron
Air Force Mobile
Deployment Wing



502 Squadron
Tek Base



503 Squadron
Vaihalla



504 Squadron
AFB Waterkloof



505 Squadron
AFB Ysterplaat



506 Squadron
AFB Bloemspruit



508 Squadron
AFB Durban



509 Squadron
AFS Port Elizabeth



511 Squadron
AFB Rundu
(CLOSED)



512 Squadron
AFB Mpeha
(CLOSED)



514 Squadron
AFB Hoedspruit



515 Squadron
AFB Makhado



525 Squadron
AFB Overberg



526 Squadron
AFB Langebaanweg



SAAF Task Force

SAAF Engineering Support Units



1 ASU



2 ASU



3 ASU



4 ASU



5 ASU



6 ASU



7 ASU

SAAF Air Defence Artillery Units



Group Disbanded 1993-
Function transferred to
SA Army Air Defence Artillery Formation

250 Air Defence Artillery Group

Wings



250 Wing
Steel Ingot

"Commanding the Guardians"



252 Wing
Twin Stars

"Citizen Force Guardians"

Squadrons



120 Squadron

"The Invisible Guardians"
First missile represented
by bow and arrow
Cactus Systems



121 Squadron

"Guardians by Day"
Lightening represents a
explosive force in the sky
Hilda Systems



122 Squadron

"Protectors of the Guardians"
Daytime ability with
overall protection
Cactus Systems

?

123 Squadron

SZU 23mm anti aircraft guns



128 Squadron

"We Deny access to the Sky"
Day and night time ability,
curved line represents radar
Cactus Systems



129 Squadron

"Hazardous in the Sky"
Makalani Palm from SWA operational
area, Daytime ability
Hilda Systems

SAAF Command and Control Units



SAAF HQ



SECTOR AIR COMMANDS



FORWARD AIR
COMMAND POSTS



AIRSPACE CONTROL UNIT



AIRSPACE CONTROL SECTOR
BUSHVELD



AIRSPACE CONTROL SECTOR
LOWVELD (MARIEPSKOP)



AIRSPACE CONTROL SECTOR
HIGHVELD (DEVON)



REPORTING POST
ELLISRAS



140 SQUADRON



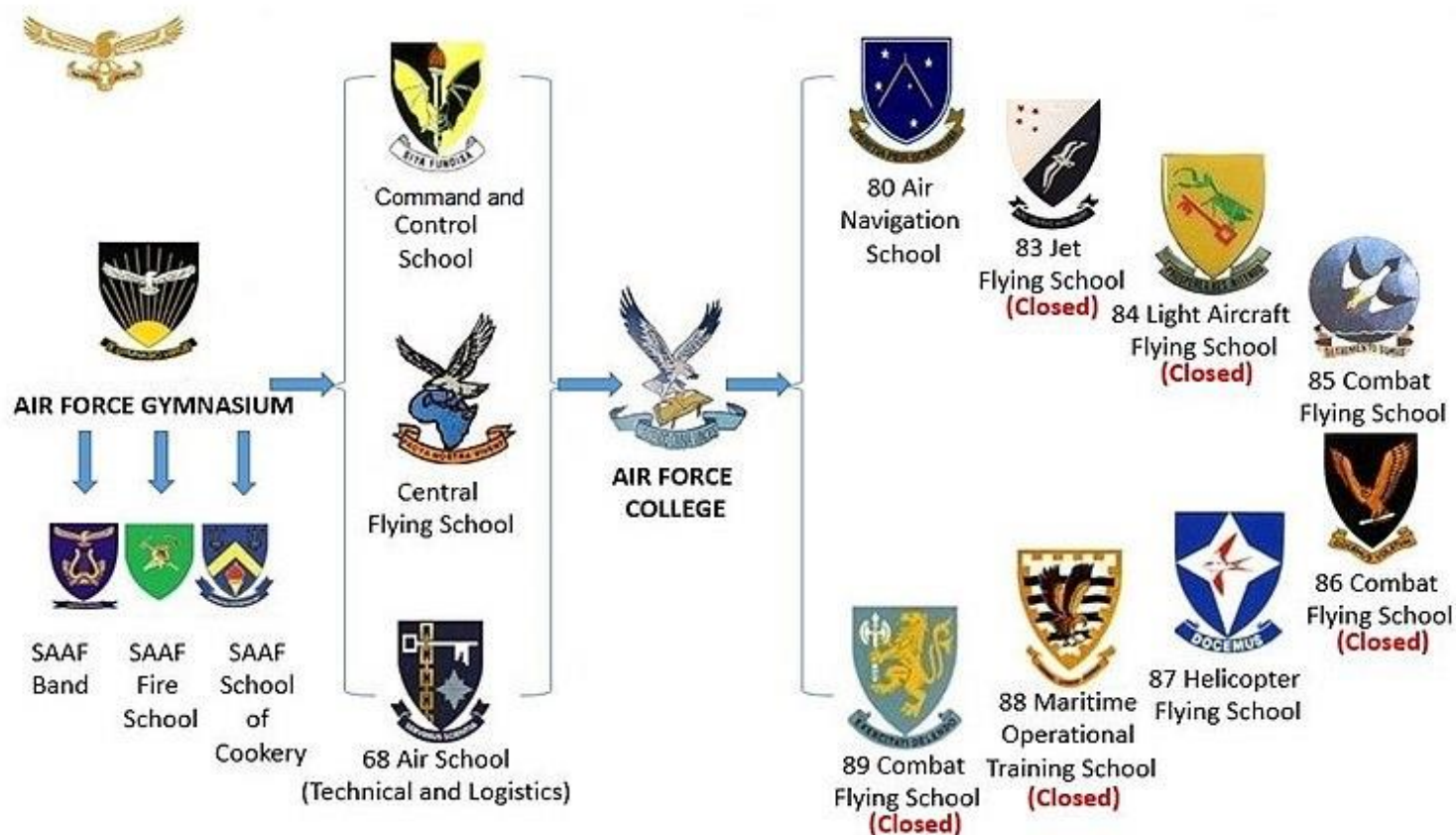
142 SQUADRON



70 MOBILE RADAR UNIT

The various Forward Air Command Posts and Air Operations Teams were closed on 31 December 2003 and integrated in the new Joint Regional Task Groups under command of Chief of Joint Operations.

SAAF Training Units



SAAF Support Units



Mustering and Proficiency Badges



Armourer



Bomb Disposal



Caterer



Air Traffic Control



Command & Control



Dog Handler



Fire Fighter



Inspector General



Intelligence



Military Police



Para



Personnel



Telecommunications



Law



Protection



Physical Training



Advanced Physical Training











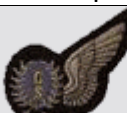

Task Force



WWII Cap Badge










Brevet Insignia

Old Aircrew Brevet Page 1952 – 2002







			
Pilot	Navigator	Flight Engineer	Radio Operator
			
Electronic Operator	Loadmaster	Test Engineer	Air Photographer
			
Flight Chef	Air hostess		







2002 – Present







On the 1st of September 2002 the Air Force aircrew brevet insignia changed to incorporate the new South African Coat of Arms.

Pilot	
Air Force Reserve Squadron	
Navigator	
Electronic Technician	
Electronic Warfare Operator	
Flight Engineer	
Loadmaster	
Radio Operator	
Flight Attendant	

Ribbons & Medals

Castle of Good Hope		For a single act of valour
Honoris Crux Silver		For exceptional deeds of bravery while in great danger
Honoris Crux		For deeds of bravery while in danger.
Pro Virtute Decoration		In recognition of distinguished conduct and exceptional combat leadership by officers in the field.
Southern Cross Decoration		To officers for outstanding service of the highest order and utmost devotion to duty.
Pro Merito Decoration		To other ranks for outstanding service of the highest order and utmost devotion to duty.

Pro Virtute Medal		In recognition of distinguished conduct and exceptional combat leadership by other ranks in the field.
Ad Astra Decoration		To aircrew members on board aircraft for excellent flying skills or outstanding ingenuity or skill during emergencies or unusual situations.
Air Force Cross		For controlling personnel, weaponry or other equipment in dangerous situations.
Southern Cross Medal		To officers for exceptionally meritorious service and particular devotion to duty.
Pro Merito Medal		To other ranks for exceptionally meritorious service and particular devotion to duty.
Military Merit Medal		To members who have distinguished themselves by performing service of the highest order.

Pro Patria Medal		For service in the defence of RSA or the suppression or prevention of terrorism.
Southern Africa Medal		For participation in cross-border activities in defence of RSA
General Service Medal		For service within the border of RSA since 1 January 1983.
Unitas Medal		For all members who integrated into the National Defence Force on 27 April 1994
Medal for Distinguished Conduct and Loyal Service		For 40 years distinguished and loyal service.
Permanent Force Good Service Medal (Gold)		For 30 years good service in the Permanent Force.




Permanent Force Good Service Medal (Silver)		For 20 years good service in the Permanent Force
Permanent Force Good Service Medal (Bronze)		For 10 years good service in the Permanent Force
John Chard Medal Awarded to all ranks of the citizen Force for long(12) years and Efficient Service		Awarded to all ranks of the Citizen Force for long (12) years and efficient service.

On Friday, 25 April 2003, the old SANDF emblems were phased out in a Retreat Ceremony. At a parade on Tuesday 29 April 2003, the new SANDF flags, emblem and medal series were presented. Images of the old medals may be found [here](#).

Bravery

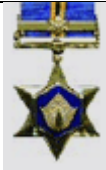

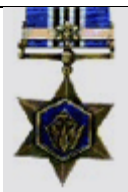

Decorations for bravery are Nkwe ya Gauta (NG), Nkwe ya Selefera (NS) and Nkwe ya Boronse (NB), which shall be awarded for bravery in military operations in the place of the Castle of Good Hope Decoration, the Honoris Crux (Silver) and the Honoris Crux. Distinctive bars to be worn on the ribbon of the decoration mark subsequent awards.

Nkwe ya Gauta (NG) (the Golden Leopard)		For a single act of valour.
Nkwe ya Selefera (NS) (the Silver Leopard)		For exceptional deeds of bravery while in great danger.

Nkwe ya Boronse (NB) (the Bronze Leopard)		For deeds of bravery while in danger.
Ad Astra Decoration		To aircrew members on board aircraft for excellent flying skills or outstanding ingenuity or skill during emergencies or unusual situations.
Air Force Cross		For controlling personnel, weaponry or other equipment in dangerous situations.

Merit

Decorations for leadership, meritorious conduct or devotion to duty are iPhrothiya yeGolide (PG), iPhrothiya yeSiliva (PS) and iPhrothiya yeBhronzi (PB), which shall be awarded instead of the Southern Cross Decoration, the Southern Cross Medal and the Military Merit Medal. Again, distinction bars to be worn on the ribbon mark further awards of the same decoration.

iPhrothiya yeGolide (PG) (the Golden Protea)		To officers for outstanding service of the highest order and utmost devotion to duty.
iPhrothiya yeSiliva (PS) (the Silver Protea)		To officers for exceptionally meritorious service and particular devotion to duty.
iPhrothiya yeBhronzi (PB) (the Bronze Protea)		To members who have distinguished themselves by performing services of the highest order.
Pro Virtute Decoration		In recognition of distinguished conduct and exceptional combat leadership by officers in the field.

Pro Virtute Medal		In recognition of distinguished conduct and exceptional combat leadership by other ranks in the field.
Pro Merito Decoration		To other ranks for outstanding service of the highest order and utmost devotion to duty.
Pro Merito Medal		To other ranks for exceptionally meritorious service and particular devotion to duty.

For actions demanding not quite the exceptional levels of achievement required for the decorations, there is the practice of mentioning individually by name deserving members of the SANDF in the dispatches sent by Service Commanders via the Human Resource Support Centre, Section Honours and Awards, during or after campaigns or operations.

Persons mentioned receive an emblem of the national Coat of Arms denoting mention, Okhankanyiweyo (Mention in Despatches) to wear on the ribbon of the particular campaign medal or mounted on a ribbon bar covered with the material of the service dress tunic when they have no campaign medal.

Campaign

The first of the campaign medals to be part of the new series is the Tshumelo Ikatelaho. (Note that the pronunciation of the two Tshivenda words is "Tshumero Ikateraho" with the letter "l" sounded as an "r".)

Tshumelo Ikatelaho (General Service Medal)		For brief periods of operational service or minor campaigns and other operations.
Pro Patria Medal		For service in the defence of the RSA or the suppression or prevention of terrorism.
Southern Africa Medal		For participation in cross-border activities in defence of the RSA.

Unitas Medal		For all members who intergrated into the National Defence Force on 27 April 1994.
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Service



















The Medalje vir Troue Diens will be awarded for completion of ten years' service marked by good conduct in the SANDF. Only one Loyal Service Medal is conferred. For each additional period of ten years qualifying service, to a maximum of forty years, (which may be interrupted service), during which the member's character and conduct have remained irreproachable, recognition may be accorded for the service by the award of a bar to represent an additional award.

For Reserve service there is an emblem a monogram of the letters "RD" - worn attached to the ribbon. The letters stand for Reserve Distinction to accord special recognition for part-time service Officers and Other Ranks of the Reserves. Apart from the prescribed period of twenty years loyal service to qualify for the award of the Bar to the Medalje vir Troue Diens, they must, among other requirements, have served in the Reserve Force for no less than five years to qualify for the decoration. This may require service in excess of 20 years when the recipient has had long service in the Regular Force.

Medalje vir Troue Diens (Medal for Loyal Service)		After completion of ten years service marked by good conduct.
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Rank

1952 - 1994

















Air Force, Army & Medical Force	
Candidate Officer	
Second Lieutenant	
Lieutenant	
Captain	
Major	
Lieutenant Colonel	
Colonel	
Brigadier General	
Major General	
Lieutenant General	
General	
Chaplain	
Air Force, Army & Medical Force	
Lance Corporal	
Corporal	
Sergeant	
Flight Sergeant	
Warrant Officer Class 2	
Warrant Officer Class 1	

2002 – Present








Rank Insignia

The Air Force Rank Insignia has changed from the insignia previously shared with the Army and SAMHS to a new system in order to bring it more in line with international forms of rank. The change has come about due to the change of the National Coat of Arms, this change had greater implications for the SANDF than for other Government Departments. It forms the basis of authority granted by the state to officers and other ranks. In deciding on new Rank Insignia for the Air Force it was felt that it should display the uniqueness and independence of the Air Force from other Arms of Service. The new ranks was adopted after consultation with members at all levels of the Air Force and instituted on 2 September 2002. Subsequently the ranks of General Officers changed again in September 2003 to be more inline with the rest of the SANDF.

General Officers

				
<i>Rank</i>	<i>Shoulder Insignia</i>	<i>Chest Insignia</i>	<i>Mess Dress Insignia</i>	<i>Form of Address</i>
General				General
Lieutenant General				General
Major General				General
Brigadier General				General

Chaplains

				
<i>Rank</i>	<i>Shoulder Insignia</i>	<i>Chest Insignia</i>	<i>Mess Dress Insignia</i>	<i>Form of Address</i>
				Dependant on religion

Senior Officers



Rank

Shoulder Insignia Chest Insignia

*Mess Dress
Insignia*

*Form of
Address*

Colonel



Colonel



Lieutenant
Colonel



Colonel



Major



Major

Junior Officers



Rank	Shoulder Insignia	Chest Insignia	Mess Dress Insignia	Form of Address
Captain				Captain
Lieutenant				Lieutenant
2 nd Lieutenant				Lieutenant
Candidate Officer				CO

Warrant Officers



Rank	Shoulder Insignia	Chest Insignia	Mess Dress Insignia	Form of Address
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Warrant Officer Class 1				Sergeant Major
Level 1 Sergeant Major				

Warrant Officer Class 1				Sergeant Major
Level 2 Sergeant Major				

Warrant Officer Class 1				Sergeant Major
Level 3 Sergeant Major				



Warrant
Officer
Class 1



Level 4a
Sergeant
Major

Sergeant
Major

Warrant
Officer
Class 1



Level 4
Sergeant
Major

Sergeant
Major

Warrant
Officer
Class 1



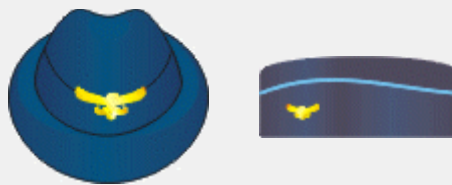
Sergeant
Major

Warrant
Officer
Class 2



Sergeant
Major

Non Commissioned Officers











Rank	Shoulder Insignia	Chest Insignia	Mess Dress Insignia	Form of Address
Flight Sergeant				Flight
Sergeant				Sergeant
Corporal				Corporal
Corporal				Corporal
Airman	No rank insignia are worn by Airmen			Airman

Ensign

2003–present	1994–2003	1982–1994	1981–1982
1970–1981	1967–1970	1958–1967	1951–1958
1940–1951	1920–1940		















Roundels

					
2003–present	2003–present (low-visibility)	1982–2003	1958–1981	1947–1958	1927–1947
					
1921–1927	1920–1921				

List of aircraft of the South African Air Force

The following is a **list of current and historic aircraft of the South African Air Force**.

Current aircraft

Aircraft	Origin	Role	No used
<u>Saab Gripen C and D</u>	 <u>Sweden</u>	Multirole fighter	26
<u>British Aerospace Hawk Mk.120</u>	 <u>United Kingdom</u>  <u>South Africa</u>	Trainer / Light Attack	24
<u>Pilatus PC-7 Mk.II</u>	 <u>Switzerland</u>	Trainer	60
<u>Atlas Oryx MK.I & MK.II</u>	 <u>South Africa</u>	Transport helicopter	39
<u>Denel Rooivalk Mk.I</u>	 <u>South Africa</u>	Attack helicopter	11
<u>MBB/Kawasaki BK 117</u>	 <u>Japan</u>  <u>Germany</u>	Utility helicopter	3-6
<u>Agusta A109 LUH</u>	 <u>Italy</u>	Utility helicopter	29
<u>Westland Super Lynx Mk.300</u>	 <u>United Kingdom</u>	Maritime helicopter	4
<u>Lockheed C-130BZ Hercules</u>	 <u>United States</u>	Transport	9
<u>Douglas C-47TP Dakota</u>	 <u>United States</u>	Maritime patrol / transport / <u>EW</u>	10
<u>Cessna 208B</u>	 <u>United States</u>	Utility / observation	11
<u>Beechcraft Super King Air 200/300</u>	 <u>United States</u>	Transport	4

Aircraft	Origin	Role	No used
<u>Pilatus PC-12</u>	 <u>Switzerland</u>	Transport	1
<u>CASA C-212-200 & 300 Aviocar</u>	 <u>Spain</u>	Transport	3
<u>Boeing 737</u>	 <u>United States</u>	Presidential transport	1
<u>Dassault Falcon 900</u>	 <u>France</u>	VIP transport	1
<u>Dassault Falcon 50</u>	 <u>France</u>	VIP transport	2
<u>Cessna 550 Citation</u>	 <u>United States</u>	VIP transport	2

Historic aircraft

Aircraft types no longer in service.

Aircraft	Origin	Role	Service period	No. operated
<u>Aermacchi AM.3C Bosbok</u>	Italy	Utility	1973–1992	
<u>Aeronca KCA</u>	US	Liaison	?	
<u>Aeronca 50C Chief</u>	US	Liaison	1940-?	
<u>Aeronca 65C Super Chief</u>	US	Liaison	?	
<u>Aérospatiale SA365N Dauphin</u>	France	Helicopter	1994–1998	
<u>Airspeed AS-6J Envoy</u>	UK	Transport	1936–1940	
<u>Airspeed AS-10 Oxford Mk.I & II</u>	UK	Trainer	1940-1950	
<u>Atlas Cheetah C, D, E</u>	South Africa	Fighter	1986–2008	
<u>Aermacchi/Atlas MB.326 Impala</u>	Italy/South Africa	Trainer	1966–2005	
<u>Aermacchi/Atlas C.4M Kudu</u>	Italy/South Africa	Utility	1976–1991	
<u>Airco DH.4</u>	UK	Bomber	1919–1927	
<u>Airco DH.9</u>	UK	Bomber	1919–1942	
<u>Auster AOP-3, 5, 6 & 9</u>	UK	Liaison	1945-1967	
<u>Avro 504K & N</u>	UK	Trainer	1919–?	

Aircraft	Origin	Role	Service period	No. operated
<u>Avro Avian</u>	UK	Trainer	?-1936	
<u>Avro Tutor</u>	UK	Trainer	1930–1938	
<u>Avro Anson</u>	UK	Trainer	1940–1947	
<u>Avro York C.1</u>	UK	Transport	1944–1952	
<u>Avro Shackleton MR.3</u>	UK	Maritime Patrol	1957–1984	
<u>Beechcraft C-45 Expeditor</u>	US	Transport	1945	
<u>Beechcraft B-80 Queen Air</u>	US	Transport	1975–1992	
<u>Boeing 707</u>	US	Transport	1986–2007	
<u>Bristol Blenheim Mk.I, IV & V</u>	UK	Bomber	1939–1943	
<u>Bristol Beaufort I, IA, II, IIA</u>	UK	Bomber	1941–1944	
<u>Bristol Beaufighter Mk.II, VI, X</u>	UK	Attack	1943–1944	
<u>British Aircraft Double Eagle</u>	UK	Liaison	1939–1940	
<u>Britten-Norman Islander</u>	UK	Transport	1994-?	
<u>Bücker Bü 131A/B/D Jungmann</u>	Germany	Trainer	1936–1939	
<u>Bücker Bü 133 Jungmeister</u>	Germany	Trainer	1939-?	
<u>Canadair Sabre Mk.6</u>	Canada	Fighter	1956–1980	
<u>CASA CN-235</u>	Spain	Transport	1994-2012	
<u>Cessna C-34 Airmaster</u>	US	Liaison	?	
<u>Cessna 185A, D & E Skywagon</u>	US	Liaison	?	
<u>Cessna 320</u>	US	Transport	1965–1967	
<u>Cessna Skymaster</u>	US	Transport	?	
<u>Cessna 411</u>	US	Transport	?	
<u>Consolidated Catalina IB/III</u>	US	Maritime Patrol	1943–1946	
<u>Consolidated Liberator B.Mk.VI</u>	US	Maritime Patrol	1944–1945	
<u>Curtiss Mohawk</u>	US	Fighter	1941–1942	

Aircraft	Origin	Role	Service period	No. operated
<u>Curtiss Tomahawk, Kittyhawk & Warhawk</u>	US	Fighter	1940–1948	
<u>Dassault Falcon 20</u>	France	Transport	?	
<u>Dassault Mirage III</u>	France	Fighter	1963–1990	
<u>Dassault Mirage F1AZ & CZ</u>	France	Fighter	1975–1997	
<u>de Havilland DH.60 Moth/Gypsy Moth/Moth Major</u>	UK	Trainer	1939-?	
<u>de Havilland DH.66 Hercules</u>	UK	Transport	1934–1943	
<u>de Havilland DH.80A Puss Moth</u>	UK	Liaison	1939-?	
<u>de Havilland DH.82A Tiger Moth</u>	UK	Trainer	1939–1958	
<u>de Havilland DH.83 Fox Moth</u>	UK	Transport	1939-?	
<u>de Havilland DH.84 Dragon</u>	UK	Transport	1939-?	
<u>de Havilland DH.85 Leopard Moth</u>	UK	Liaison	1939–1943	
<u>de Havilland DH.87B Hornet Moth</u>	UK	Liaison	1939–1940	
<u>de Havilland DH.89 Dragon Rapide and Dominie</u>	UK	Transport	1939-?	
<u>de Havilland DH.90 Dragonfly</u>	UK	Transport	1939-?	
<u>de Havilland DH-94 Moth Minor</u>	UK	Trainer	1939-?	
<u>de Havilland DH-98 Mosquito</u>	UK	Bomber	1943–1945	
<u>de Havilland DH.100 Vampire</u> FB.5, FB.6, F.9	UK	Fighter	1950–1978	
<u>de Havilland DH.115 Vampire</u> T.11, T.55	UK	Trainer	1953–1978	
<u>de Havilland DH.104 Dove 5</u>	UK	Transport	1949–1965	
<u>de Havilland DH.114 Heron 2</u>	UK	Transport	1955–1962	
<u>Desoutter Mk.II</u>	UK	Liaison	?	
<u>Dornier Do 27B</u>	Germany	Liaison	1958–1975	
<u>Douglas Boston</u> Mk.III	US	Bomber	1941–1943	

Aircraft	Origin	Role	Service period	No. operated
<u>Douglas Dakota</u>	US	Transport	1943–?	
<u>Douglas DC-4-1009, C-54 Skymaster</u>	US	Transport	1966–1994	
<u>English Electric Canberra B(1)12</u>	UK	Bomber	1963–1991	
<u>English Electric Canberra T.4</u>	UK	Trainer	1964–1991	
<u>Fairey Battle B, T, TT</u>	UK	Trainer	1939–1942	
<u>Fairchild F-24G, R Argus III</u>	US	Liaison	1939–?	
<u>Fieseler Fi 156C-7 Storch</u>	Germany	Liaison	1946–?	
<u>General Aircraft ST-4 II Monospar</u>	UK	Transport	?	
<u>General Aircraft ST-25 Universal</u>	UK	Transport	?	
<u>Gloster Gauntlet</u>	UK	Fighter	1939–1943	
<u>Gloster Gladiator Mk I & II</u>	UK	Fighter	1939–1941	
<u>Gloster Survey</u>	UK	Transport	1933–1942	
<u>Gloster Meteor F.3</u>	UK	Fighter	1946–1949	
<u>Hawker Hartbees Mk.I</u>	UK	Bomber	1935–1940	
<u>Hawker Hart</u>	UK	Bomber	1936–1944	
<u>Hawker Audax</u>	UK	Fighter	1937–1944	
<u>Hawker Fury Mk.I & Mk.II</u>	UK	Fighter	1936–1942	
<u>Hawker Hurricane Mk.I & II</u>	UK	Fighter	1939–1945	
<u>Hawker-Siddeley HS-125</u>	UK	Transport	1970–1999	
<u>Hawker Siddeley Buccaneer S.Mk.50</u>	UK	Bomber	1965–1991	
<u>Farman F-27</u>	France	Trainer	1915–?	
<u>Junkers A-50 Junior</u>	Germany	Trainer	?	
<u>Junkers F.13</u>	Germany	Transport	?-1944	
<u>Junkers Ju 52-3m</u>	Germany	Transport	1939–1953	
<u>Junkers Ju 86</u>	Germany	Transport	1939–1945	
<u>Klemm Kl 25</u>	Germany	Trainer	?	

Aircraft	Origin	Role	Service period	No. operated
<u>Koolhoven F.K.46</u>	Netherlands	Trainer	?	
<u>Lockheed Super Electra</u>	US	Transport	?	
<u>Lockheed Lodestar</u>	US	Transport	1940–1944	
<u>Lockheed Hudson</u>	US	1940-?		
<u>Lockheed Ventura GR.V</u>	US	Maritime Patrol	1942–1960	
<u>Lockheed C-130F Hercules</u>	US	Transport	1997–1998	
<u>Martin Maryland Mk.I & II</u>	US	Bomber	1940-1942	
<u>Martin Baltimore</u>	US	Bomber	1941-1945	
<u>Martin Marauder I, II & III</u>	US	Bomber	1942-1945	
<u>Miles M.2H Hawk</u>	UK	Trainer	1943-?	
<u>Miles Sparrowhawk</u>	UK	Trainer	1939–1941	
<u>Miles Magister</u>	UK	Trainer	1940-?	
<u>Miles Master T.II</u>	UK	Trainer	1941–1945	
<u>Miles Falcon</u>	UK	Trainer	?	
<u>Nord C160Z Transall</u>	France	Transport	1969–1993	
<u>North American Harvard/Texan</u>	US	Trainer	1942–1995	
<u>North American Mustang IIIB, IV, IVA</u>	US	Fighter	1945, 1951-1952	
<u>Northrop Nomad Mk.I</u>	US	Trainer	1941–1944	
<u>Percival Gull VI</u>	UK	Trainer	1940-?	
<u>Piaggio P166 Albatross</u>	Italy	Transport	1969–1993	
<u>Pilatus PC-6 Porter</u>	Switzerland	Transport	1994–1998	1
<u>Pilatus PC-7 Turbo Trainer</u>	Switzerland	Trainer	1994–1996	3
<u>Piper J-3</u>	US	Trainer	?	
<u>Piper J-4 Cub Coupe</u>	US	Trainer	?	
<u>Piper PA-23 Aztec 250</u>	US	Liaison	1981–1992	

Aircraft	Origin	Role	Service period	No. operated
<u>Piper PA-28 Cherokee 140</u>	US	Liaison	1981–1992	
<u>Rearwin Speedster</u>	US	Liaison	1939-?	
<u>Rearwin Sportster</u>	US	Liaison	1939-?	
<u>Royal Aircraft Factory BE.2c & e</u>	UK	Reconnaissance	1915–1921	
<u>Royal Aircraft Factory S.E.5A</u>	UK	Fighter	1919–1931	
<u>Ryan ST-A</u>	US	Trainer	1939-?	
<u>Short Sunderland GR.V</u>	UK	Maritime Patrol	1945–1957	
<u>Sikorsky S-51</u>	US	Helicopter	1948–1968	
<u>Sikorsky Whirlwind</u>	US	Helicopter	1956–1968	
<u>Simmonds Spartan</u>	UK	Trainer	1925	
<u>Stinson HW-75</u>	US	Liaison	?	
<u>Stinson SR-5A & 10C Reliant</u>	US	Liaison	?	
<u>Sud Aviation Alouette II & III</u>	France	Helicopter	1960–2006	
<u>Sud Aviation SA-321L Super Frelon</u>	France	Transport Helicopter	1967–1990	
<u>Sud Aviation Puma SA330C, H, J, L</u>	France	Transport Helicopter	1969–1997	
<u>Supermarine Spitfire V, VIII, IX</u>	UK	Fighter	1942–1954	
<u>Supermarine Spitfire PR IXe</u>	UK	Reconnaissance	1947–1954	
<u>Swearingen Merlin IVA</u>	US	Transport	1975–1985	
<u>Taylorcraft BC/BL/BL-65</u>	US	Liaison	1939-?	
<u>Tipsy S.2 Trainer</u>	Belgium	Trainer	1939-?	
<u>Vickers Type 264 Valentia</u>	UK	Transport	1940–1943	
<u>Vickers Wellesley</u>	UK	Bomber	1940–1941	
<u>Vickers Wellington</u>	UK	Bomber	?-?	
<u>Vickers Warwick Mk.V</u>	UK	Bomber	1945–1946	

Aircraft	Origin	Role	Service period	No. operated
<u>Vickers 781D Viscount</u>	UK	Transport	1958–1991	
<u>WACO biplanes</u>	US	Liaison	?	
<u>Westland Scout</u>	UK	Helicopter	1976–1990	
<u>Westland Wapiti</u>	UK	Bomber	1931–1943	
<u>Westland Wasp HAS 1</u>	UK	Helicopter	1963–1990	

Uniform



